

# THE DAILY BRITISH COLONIST.

VOL. 6.

VICTORIA, VANCOUVER ISLAND, SATURDAY, AUGUST 3, 1861.

NO. 47.

## THE BRITISH COLONIST

IS PUBLISHED  
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AT VICTORIA, V. I.

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Advertisements inserted on the most reasonable terms.

## THE WEEKLY COLONIST.

Is furnished to Subscribers for \$6 a year; \$4 for six months; \$2.50 for three months; payable in advance.

### NOTICE:

L. P. FISHER is our only authorized Agent for the collecting of advertisements, etc., in San Francisco.

### AGENTS.

Nanaimo, A. D. McInnes  
New Westminster, Seth T. Tilley  
Fort Langley, W. Winnard  
Fort Hope, Ballou's Express  
Fort Yale, Kurtz & Co  
Port Douglas, Myers' Express  
Cayoosh, Myers' Express  
Lyton City, Jas. H. Batterson  
Fort Alexander, Pony Express Co  
San Francisco, L. P. Fisher  
Forks of Canal River, M. Martin  
Port Townsend, Henry Hogan  
Portland, Chas. Barrett

### The Roman Petition.

The London correspondent of the San Francisco *Bulletin*, writes thus regarding the Roman petition:

It may help Louis Napoleon somewhat in the way of speedily making up his mind on the question of Roman occupation, that the citizens of Rome have themselves spoken out so decisively on the subject as they have in a petition just presented to him. There can be no question of the petition plainly and forcibly expressing the general views and wishes of the Roman people; for considering that it has been got up in spite of all the influence that the Government of Antonelli could bring to bear, it is a very remarkable fact that nearly 10,000 of the principal inhabitants of Rome, including 50 of the Roman nobility, should be found to dare the despotism of the priests and police by exhibiting their names to the document recently presented at the Tuilleries, a copy of which has also been sent to Victor Emanuel. As the fact of this petition has been for some time known, though it has only recently reached its destination, you probably are aware, in at least a general way, its contents, which I only here recapitulate for the sake of your readers less acquainted with the details of events in Europe. As might be expected, the Roman citizens, in the name of their common country, pray earnestly to be embraced in the comity of Italy under the government of Victor Emanuel. They do not ask Louis Napoleon to accept their word as a proof of the general wish of Rome, but desire that he, professing to represent in his person the principle of universal suffrage, should allow the Roman people an opportunity of demonstrating that they are weary of the priestly rule, and desirous of casting in their lot with the rest of their countrymen. They point out to Napoleon how utterly he has failed in reconciling the Pope to such a change in his policy as the times demand, or of finding any solution to the difficulty of judiciously combining the temporal power of the Pope with his spiritual functions. This failure, they plainly tell the French Emperor, was inevitable, for the simple reason that success was impossible—progress under a government constituted like that of Rome not being a thing to be looked for. But the strongest argument lies in the conclusion of the petition, and it is one that may furnish Napoleon with an excuse for action, even in the eyes of French Ultramontanists themselves. The petition points out that if the anomalous state of things at Rome is much longer continued, the result will almost certainly be a schism in the Catholic Church, as the people of Italy generally are ripe for revolt against the claims set up by the Holy Father. Napoleon should feel himself now tolerably strong against the priesthood of France, and with a plea like the above for abandoning the Pope, and with some possible material gain, such as have already hinted, at to win the general support of his subjects, the withdrawal of French troops from Rome, and the consequent entry of Victor Emanuel, may be an affair for the consummation of which we may look any day, and not improbably will see it soon. What is to be done with the Pope will then be a question, but his Holiness threatens to answer for himself, for we learn to-day that he expresses a determination to set off for Venice—resolved to abide on Italian soil while there is a despot owning a rood of land in it to protect him.

A SMART Dog.—A friend of ours has a smart dog which he says used to be very smart. He was never beat except once, said he. One day he started a bear, a regular snorter. He put right straight off, and the dog after him, and I brought up the rear. They were soon out of sight, and I followed a mile or so and came out at last on clearing, where there was a log hut and a feller settin' an' smoking his pipe as comfortably as possible. "Did you see anything of a dog an' a bear goin' by here?" sez I to the feller. "Yes, I did," sez he. "And how were they?" "Wal," sez he, taking his pipe out an' drawing his sleeve across his face, "it was about a nip an' tug, though I think dog had a leetle the advantage." "How was that?" sez I. "Well, he was about his length ahead."

RATHER GOOD.—We have a little friend of the name of Freddy, who is less than four years old. His sister, who is not quite a year old, was sitting in her father's lap one day, crying and fretting for her mother, who was just gone away, when Freddy turned to her, and said in the most earnest manner possible, "There, Alice, you've cried enough; there's no use in fretting any more, mother's gone away, and father don't keep the article you want."

### Humors of the War.

The boys of the First Iowa Regiment, now stationed in Missouri, found a secession press lying around loose upon their entrance into Macon City, the editor thereof having vanished. Regarding it as a great "waste of the raw material," Frank B. Wilkins was installed as editor, and a half a dozen of the volunteers detailed as printers of the concern, and forthwith a regimental newspaper was inaugurated. The first and only number contains the salutatory and valedictory of the editor, a proclamation by the Colonel, an account of a flag presentation by the ladies of Macon, and the ceremonies of raising the same in the camp, with notices of speeches by O'Connor and others on the occasion, besides several spicy editorials, mostly addressed to the proprietor of the printing office. Here is the

### VALENTIN.

Johnson, wherever you are—whether lurking in the recesses of the dim woods or fleeing a fugitive on the open plain, under the broad canopy of heaven—good by! We never saw your countenance, never expect to, never want to, but for all this, old fellow, we won't be proud; so, Johnson, good by, and take care of yourself!

We're going to leave you, Johnson—going to leave you without as much as looking into your honest eyes, or clasping your manly hand, and even without so much as giving utterance to your face of God bless. We're right sorry, we are, that you didn't stay with us and attend to our domestic and other affairs, and not leave everything to skulk away and lose yourself, never to return. Oh, Johnson, why did you—how could you do this?

Johnson, we leave you to-night—we're going where bullets are thick and mosquitoes are thicker—we may never return—if we do not, old boy, remember us. We sat at your table; we stole Latin from your "Dictionary of Latin Quotations;" we wrote Union articles with your pen, your ink, and your paper; we printed them on your press; our boys set 'em up with your types; they used your "gallows," your "shooting-stick," your "rules," your everything; we drank some poor whisky out of your bottle; and now, Johnson, after doing all this for you, you won't forget us, will you? Keep us in mind, remember us in your evening prayers, and your morning prayers, too, when you say them, if you do say them; and if you put up a petition at mid-day, don't forget us then; or if you wake in the solemn stillness of the night and implore a benison upon the absent, remember us then.

Once more, Johnson—our heart pains us to say it—that sorrowful word—but once more, and forever, Johnson, good bye! If you come our way, call. Johnson, adieu!

ZOUAVES.—The French Zouaves did not originate at the time of the Crimean War, but several years before. They were originally formed in Algeria, which was then a *quasi* penal settlement, and they consisted of the very scamps of the army, who were considered too vicious and uncontrollable to be retained in other regiments. It was at the time considered a disgrace to belong to them. Their peculiar dress was partially copied from the Turks, and used on account of the heat of the climate in which they were engaged. Under Pellissier, Canrobert and other commanders against the Arab in Algeria, they proved their usefulness and their dare-devil courage, and at least partially washed away the disgrace of their previous standing. In the Crimea they did much eminent service as to begin to take the place of honor; and in the short Italian war they assumed that position without question. They are now the feared but honored pets of the French army, and have privileges accorded to them at Paris and elsewhere, denied to any other corps.

HOLLOWAY'S OINTMENT AND PILLS.—*Amputation Abolished*—Surgery is sometimes too ready with the knife, which can never be necessary except in severe accidents. For all constitutional diseases affecting any portion of the human body, Holloway's Ointment and Pills are infallible specifics, which supersede the use of the knife. In many desperate cases these inestimable preparations have worked wonders both in hospitals and private practice. In all tumors, cancers, diseases of the bones, sclers, and bad legs, a fair trial will prove their merits; which patients have acknowledged with unfeigned gratitude. The Pills purify the blood and expedite the cure, working well with this healing Ointment, which secures ease and establishes healthy action from the first moment of its application.

Blankets! Blankets!! Blankets!!!

THE UNDERSIGNED HAVE RECEIVED  
by late arrivals, and offer for sale, the following  
assortment:

BALES 2½-point WHITE BLANKETS  
do do BLUE do  
do do SCARLET do  
do 3-point WHITE do  
do 3-point BLUE do  
do 3-point SCARLET do

ju19 Im JANION & GREEN.

PILOT COATS, assorted qualities  
TWEED SUITS and DOB SUITS  
ASSORTED CLOTHING  
Casier CORDUROY TROUSERS  
Cases MOLESKIN do

Just received and for sale by the undersigned.  
ju19 Im JANION & GREEN.

Blankets, Blankets, Blankets.

THE UNDERSIGNED, AGENTS FOR  
several of the Yorkshire manufacturers, are constantly receiving shipments of blankets, especially manufactured for this market, and have now a large stock of the same on hand.

Colors, Weights, Qualities and Sizes,  
Which they offer for sale.

ju19 Im JANION & GREEN.

ASSAY OFFICE.

MARCHAND & CO.,  
Respectfully announce to the public of

VICTORIA AND BRITISH COLUMBIA  
that they have opened their new office for the

ASSAYING OF GOLD, SILVER,  
COPPER, AND OTHER ORES,

And are now fully prepared to make all Assays entrusted to them with

Correctness and Care.

Return made in from 3 to 6 hours in bar or coin  
at the option of the depositor.

M. & CO. beg to refer to the following bankers:

Wells, Fargo & Co., Victoria  
McDonald & Co., Victoria  
Ladd & Tilley, Portland, Oregon  
Davidson & May, San Francisco  
Wells, Fargo & Co., San Francisco  
Tallant & Wilde, San Francisco  
Patterson & Co., San Francisco  
Sather & Church, San Francisco  
Harris & Co., San Francisco  
Abel Guy & Co., San Francisco

Office—in the building formerly occupied by

McDonald & Co., No. 8, Yates street, Victoria. ju10 Im

FOR SALE LOW,  
NAIL, SUGAR, BARLEY, OATS, HAY

IN Bins, Middlings, in lots to suit purchasers,  
wholesale and retail, by

S. ANDERSON  
Cor. of Broad and View Sts.

Wright & Sanders,  
ARCHITECTS,

Office—CORNER YATES AND LANGLEY STS.

Victoria, V. I. ju11 Im

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# THE BRITISH COLONIST

## TO ADVERTISERS.

All advertisements, unless the time for which they are to be inserted is specified, will be continued until ordered out, and so charged.

### Notice to Subscribers.

Subscribers to the DAILY OR WEEKLY BRITISH COLONIST, in British Columbia or Washington Territory, are hereby notified that on and after this date all papers will be sent by MAIL, unless specially ordered by some other conveyance.

VICTORIA, Nov. 17th, 1860.

### Gratuitous.

Notices of Divine Service and Advertisements of Marriages or Deaths inserted GRATUITOUSLY.

Saturday Morning, August 3, 1861.

### Steamboat Explosions.

Within the last eighteen months we have had three of our steamboats blown up. Two became total wrecks; one, the hull was saved. The loss of life through these explosions has been from twenty to twenty five persons, and nearly or quite as many have been seriously or slightly wounded. The loss of property cannot be less than from \$70,000 to \$80,000. Such a fearful loss of life and property, besides personal injuries, ought to direct public attention to careful consideration of the causes that lead to such sad catastrophes. It is not probable that the causes of the explosions in our waters will ever be ascertained correctly.

It is useless to attempt to persuade the public that the causes of steamboat explosions are incomprehensible, or to assure them that the greatest care and vigilance has been used when explosions have occurred. In particular cases the causes may not be known or may never be divulged. Enough is known of steamboat explosions everywhere to know that carelessness and recklessness are at the root of the whole matter. A boiler is no stronger than its weakest point, and if sufficient pressure be not brought upon it to burst it there will be safety. Thus, care prevents explosion. If too high a pressure is put on the boiler an explosion occurs, and carelessness or recklessness is the cause. The calamity that visited us yesterday, and those that have preceded it here, as well as the whole history of steamboat explosions, ought to induce government to take the matter in hand and institute in every case the most thorough investigation into the origin of such disasters.

But there the matter should not stop. The severest penalties ought to be inflicted on engineers, owners, and captains of steamboats when convicted of causing explosions through recklessness or carelessness. Life lost under such circumstances is nothing short of murder. If a man fire intentionally into a crowd and wound or kill, murder is the crime he commits. We see no difference whatever between such a murderer and the one who recklessly overworks a boiler till it explodes and kills or maims a crowd of passengers or the crew of the vessel.

Carelessness may be a minor offence, but the punishment that should follow ought to be but little short of that inflicted for reckless explosions. Steamboat men ought to be taught that they cannot be allowed to risk their own or their neighbor's life with impunity. It is possible that defects in boiler plates may escape the notice of the closest observation; but, as a rule, the engineer should know at all times the condition of the boiler plates, as well as the pressure upon them. Ignorance of their condition is carelessness, and carelessness is recklessness, and in such cases there should be heavy fines and penalties.

Many difficulties may stand in the way of ascertaining the cause of steamboat explosions. Such is no good reason why explosions should be passed over without the strictest investigation. It is a duty incumbent on government to protect the lives and property of its subjects to the utmost of its power. We must have steamboats; but no sufficient reason can be given why those steamboats should be permitted to leave the docks with incompetent engineers, or with unsafe boilers or unseaworthy hulls. Such has been the case in this port; may still be the case; but the fearful calamity that we are now suffering from a steamboat that was considered safe in every particular, ought to be a warning not to allow any steamboat to leave port except she had been subjected to a thorough inspection within reasonable periods. Inspection ought first to be commenced with the Government Steamboat Inspectors. No one but a man of the strictest integrity ought ever to be allowed to fill the office. He ought to be above bribes and commercial influence; besides possessing a thorough knowledge of his profession. With a pair-taking Boiler Inspector possessing these qualifications, we have the first guarantee of safety for steamboat travel. The practice of allowing bad boilers and incompetent engineers—inefficient—to manage them, as has been the case in this port, deserves to be put down by the strong arm of the law. The national prestige of security for life and property should be maintained here in this particular. If not, provided we go on with steamboat explosions in accordance with the ratio of explosions in eighteen months to our inhabitants, we will soon make life and property as insecure as the Western rivers of the neighboring Republic.

### Change of Day.

Our readers must not forget that no weekly paper will be issued from our office to-day. In order to accommodate our numerous up-country subscribers, we have changed the day of publication to Tuesday of each week instead of Saturday, as heretofore. The next number will accordingly be issued on Tuesday morning next.

### Corporation Franchise.

We expressed ourselves in our last issue as being puzzled to discover how the corporation was to be organized if it depended on the Municipal Assessment Roll for qualifying voters. It appears, however, that we were in error. Thanks to the Assembly, they have exhausted a clause providing for the first election from the section headed "Disqualification of Voters"—the most unlikely place in the world to find such a provision. The clause in question makes the revised list of voters for representatives of Victoria town the list of voters to elect the first Mayor and Common Council.

The well-known illegalities attached to that list does not show its extension to the town to be very creditable legislation. As the clause first stood it included all who were assessed on the Trades' License. That spasmodic indication of liberality was, however, blotted out on Thursday by the Assembly, and the first civic franchise is confined entirely to the revised list. Mr. Waddington made an able argument for the retention of the clause allowing those assessed on the Trades' License to vote, but he was outvoted—he alone being in its favor. Besides himself there was no attempt made to place the civic franchise on a liberal basis.

As the proposed city franchise now stands it is—for the first election it is confined to those British subjects on the revised list of voters; for the second and succeeding elections the franchise is confined to the Municipal Assessment Roll for freehold and leasehold property. So far as the list is concerned, a very great injustice has been done. The town limits extend beyond the present limits of Victoria town district. Consequently all those who live outside the present circular town boundary but between that and the limits prescribed for the town by the Incorporation Bill are deprived of the right of voting.

In regard to the Assessment Roll, it will exclude nearly all those who now pay rent from voting. Only those persons who agree to pay taxes on their landlord's property can be put on the Assessment Roll; and even that is doubtful. Consequently the municipal tax list will confine the civic franchise almost exclusively to the owners of real estate, and thus will be introduced a more illiberal qualification for the election of Mayor and Councillors than now exists for the election of members of Assembly. Coupling the first and future franchises together it is clear that if citizens want an amendment they will have to stir themselves at once. Mr. Waddington is doing all he can. Let him be supported.

### NEW ADVERTISEMENTS.

#### St. Andrew's Society.

THE MEMBERS OF THIS SOCIETY are requested to meet at the Society's Room THIS DAY, at half-past 2 o'clock, to attend the funeral of Mr. Jameson.

WM. WALLS,  
asstt Secretary.

#### St. Andrew's Society.

A SPECIAL GENERAL MEETING OF this Society will be held on Monday Evening at 8 o'clock, in the Police Barracks, for the transaction of business of great importance. A punctual attendance of all members is particularly requested.

WM. WALLS,  
Secretary.

#### NOTICE.

ST. JOHN'S CHURCH. HOURS OF Divine Service every Sunday till further notice, 11 A.M. and 7 P.M. The loss of the Cariboo will be a subject for comment and improvement in the morning and evening of the coming Sabbath.

J. B. GOUD,  
Officiating Minister.

#### Funeral Notices.

THE FRIENDS AND ACQUAINTANCES of the late DANIEL FOLEY are respectively invited to attend his funeral at half-past 12 o'clock P.M., THIS DAY, from the corner of Wharf and Bastion streets.

asstt

#### Victoria Coal Company.

##### COAL AND WOOD.

THE UNDERSIGNED HAVE ALWAYS on hand a full supply of COAL and WOOD at lowered market rates.

JOHN T. LITTLE & CO., Agents,

City Wharf, foot of Yates street.

### A U C T I O N .

#### J. A. McCREA

WILL SELL,

#### THIS DAY,

Saturday, August 3d, 1861,  
At 11 o'clock A.M.

AT THE HUDSON BAY CO'S WHARF,

#### DAMAGED GOODS!

FROM THE

WRECK of the STEAMER CARIBOO,

For account of whom it may concern, consisting in part of

#### FLOUR in quarter Sacks,

#### RICE in 50 lb. Mats.

TEA, SUGAR, &c.,  
And a variety of goods partially damaged.

—ALSO—

#### HORSES:

#### — Superior Pack Horses

All of which will be sold without reserve or reclamation, to the highest bidder for CASH.

#### FOR SALE OR LEASE.

A LIME KILN SITUATED ON THE harbor of Victoria where vessels can load the new road to Esquimalt run close to the property which consists of 180 feet water frontage by 120 feet deep. A Brick yard with a good well of water; the yard is 240 feet long. The Brick yard is about 100 feet long and 25 feet wide. The Brick yard is to be Island growth of this year, and those to which prizes are awarded to be the property of the Society. The Bacon and Ham to be Island produce.

J. T. PIDWELL,  
Secretary.

asstt

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# THE BRITISH COLONIST

Saturday Morning, August 3, 1861.

[From our Extra of Yesterday Morning.]

## Terrible Catastrophe!

### EXPLOSION OF THE "CARIBOO."

### SEVEN LIVES LOST!

### NUMBERS WOUNDED.

SEVEN O'CLOCK, A. M.

We are called on this morning to record the occurrence of the most heart-rending calamity which has ever happened in these waters.

At 2 o'clock this morning the new steamer "Cariboo" left the Hudson's Bay Company's wharf with eight passengers, 35 tons of freight, and 11 head of live stock. Just after rounding Shoal Point, heading for the outer harbor, a terrific explosion was heard by people on shore, and a thick cloud of smoke and steam arising from the direction in which the steamer had gone, left no doubt in the minds of the few persons who chanced to be on the street, that the vessel had blown up.

The alarm was instantly given by the ringing of the small bell on the Hudson Bay Company's wharf, which was shortly followed by the Hook and Ladder bell, when the alarm became general.

The first boats to reach the wreck were three Italian fishing-boats and several Indian canoes from the Indian encampment. The beautiful steamer, but a few moments before the admiration of all beholders and the pride of her owner and officers, was found nothing but a floating hulk, ripped and torn from stem to stern, and floating outward with the receding tide.

Several passengers were found in the water and were picked up by the canoes and fishing boats. Groans and cries for help were heard from all directions, and it was sometime before the rescuers could allay the excitement of the sufferers sufficiently to admit of their being brought to town.

Henry Gray, the Fraser River pilot of the boat, says he was in the pilot-house with Capt. Jamieson not two minutes before the explosion, and remarked, "Captain, it's getting thick outside." "Yes," replied the captain, "you'd better light the binnacle lamp, so that I can see my course." Mr. Gray says he left the pilot-house and went to the captain's room immediately in the rear, and was engaged in trimming the lamp when the explosion took place, and he remembers nothing more till he found himself standing on the main deck, with the hurricane deck in ruins about him. He says the sensation he experienced was one of numbness or paralysis in every part of his body for several moments. When he recovered he remembered perfectly well what had happened, and finding that he was the only officer left alive, took charge of the wreck and induced the Indians and whites to tow her towards a little cove at the entrance of the harbor, where she at present lies.

The missing and killed are: Capt. Archibald Jamieson, — Jamieson, assistant engineer, (brother of the captain,) chief engineer Wm. Allen, John Sparks, (mate,) a fireman named Dan. Foley, P. Garro, a passenger, and deck hand name unknown.

The wounded are, John Reid, a deck hand, arm broken; Henry Gray, pilot, and one or two passengers who sustained slight bruises.

About 15 minutes after the explosion, the body of Capt. Jamieson's brother was found in the water at the stern of the boat, and placed in a canoe and brought to town. No other bodies had been found up to the hour of our going to press.

The wreck lies full of water, in the cove to which she was towed by the small boats. The steamer "Caledonia" got up steam, and visited the wreck at 4 o'clock, with a large number of citizens aboard, and brought up a quantity of the freight. Capt. Nagle has charge of the wreck.

Capt. Smith Jamieson, lost by the explosion of the Fort Yale, in April last, was a brother of Capt. Archibald Jamieson and the engineer, and no less than four members of the same family have been lost through steamboat disasters on this coast, during the last four years.

The Cariboo had just started on her second trip, when she was blown up; she was perfectly new; her engines and boiler were ordered from Scotland expressly for her use, and were considered of No. 1 quality. The cause of the explosion is a mystery, so far; but it is conjectured that it was caused by low water in the boiler.

Allen, the chief engineer of the Cariboo,

who is among the missing, was engineer of the steamer "Caledonia" at the time her boilers exploded in the Gulf of Georgia, two years ago, when several lives were lost.

The total loss by the calamity will probably reach \$45,000, the boat alone being valued at \$35,000.

In the hurry and excitement prevailing at the scene of accident we found no time to procure details, and there may be even more lives lost than stated above. A general gloom pervades all classes of the community. It is impossible to arrive at a correct estimate of the killed or wounded. There was no passenger list on board.

The force of the explosion seems to have carried fragments of the boiler fore and aft bearing everything before them. Engineer Jamieson was standing near the engine when the boiler exploded. Allen was by the side of the boiler, and Mr. Watson, a deck-hand, says he heard Allen speak excitedly to Foley the fireman (who was killed) just before the explosion.

EIGHT O'CLOCK, A. M.

The body of Dan. Foley, the fireman, has just been recovered from the wreck. It is horribly disfigured. The search for other bodies is progressing.

#### Additional of the Explosion.

During the whole of yesterday the chief topic of conversation throughout town was the lamentable explosion of the ill-fated steamer. The flags were at half mast in token of respect to the memory of the unfortunate men who had perished so untimely, and a general gloom overspread the whole city.

At 9 o'clock, the steamer "Caledonia" proceeded to the cove in which the wreck had stranded, and towed her to the Hudson Bay Company's wharf, when the shears were put into operation, and the heavy machinery removed. Some of the shafts of the engines were broken short off, shewing the immense force of the explosion. Pieces of the boiler-iron half-an-inch in thickness, and twisted and turned into every conceivable shape, were shown us.

The goods on board were mostly saved in a damaged condition, and will be sold by auction, we suppose. They are valued at about \$10,000, and one-half belonged to a man who made a rich strike at Cariboo this Spring. The Indian police, headed by Eden-sah and his son George, were very energetic in preserving the goods, and assisting the regular force by every means in their power.

The scene presented on board the wreck as the first boats from town reached it, was one of indescribable confusion, and distressing in the extreme. The whole of the upper deck forward of the wheel-house had disappeared, and a confused pile of shattered planking alone marked the spot where it had stood. Abait of the wheel the ruin was almost as complete, only a small part of the upper deck remaining. The main deck was partially submerged, and there were two feet of water on the cabin floor, the sides and ends of which were blown out. The lower deck was entirely under water. The greater portion of the boiler and machinery had disappeared, and a more complete ruin could not well be imagined. The whole thing bore a sickening aspect, and was one on which we never care to gaze again. Two men—one of them Mr. Gray, the river pilot—with faces streaming with blood, and nearly divested of clothing, were groping about in the dark among the ruins, searching for dead bodies, or endeavoring to procure assistance in bringing the wreck to land.

Seven of the passengers left in a fisherman's boat for the city, soon after being relieved. Mr. Ramage, of New Westminster, was asleep in one of the staterooms and was blown into the water; but escaped with a few slight bruises. Mr. Pratt, also a passenger, was conversing with engineer Jamieson, just as the accident occurred. Allen, the other engineer, was standing a few feet off at the time. When the smoke and steam cleared away Pratt found himself in nearly the same position as before the explosion; he escaped without a scratch, while the two engineers must have been killed outright. The night-watchman of the Cariboo says he did not like the look of things about the engine-room and walked forward and examined the gauge, which showed a pressure of 100 pounds of steam. He immediately went off the wheel, and stood looking towards the boiler. As he did so, the captain's bell sounded to "stop," which was obeyed by Allen at the crank. In a couple of minutes the bell rang to "go-ahead." The engine was put in motion—the wheels made about three revolutions with amazing rapidity—the boat shook from stem to stern—and then followed the explosion, a long, heavy, unmistakable sound—which awoke the echoes for miles around, and carried dismay to the hearts of all who heard it.

Mr. Duschesne was sleeping on a pile of freight just aft of the boiler, and escaped with a few slight bruises.

P. DeGarno, formerly proprietor of the French paper *Le Courier de la Nouvelle Caledonie*, published here in 1858, was sleeping on the starboard side of the boiler, and as he has not since been seen, was undoubtedly killed.

The most remarkable escape was that of Mr. Gray, who is mentioned in our extra as having just left the wheel-house for the Captain's room to light a lamp. The Captain's room was immediately behind the pilot's station—in fact, the apartments were separated only by a thin partition. That one man could be blown to atoms and the other almost by his side escape with severe bruises seems almost incredible; yet the same thing was observable on the occasion of the explosion of the Fort Yale. Mr. Gray, although suffering severely from

his injuries, on finding that every other officer had been hurried to his long home, took charge of the wreck and stood by it until it was safely moored in a cove opposite Macauley's Point, where he handed her over to the care of Harbormaster Nagle, and consulted medical aid. He also rendered important services to passengers and others in distress, and his efforts to save life and property are spoken of with praise by all who witnessed them. We are happy to say that although confined to his bed yesterday, Mr. Gray's injuries are not serious.

The cause of the disaster is attributed to low water in the boiler. Steam was got up at 11 o'clock on Thursday night; but the boat did not start until two o'clock yesterday morning. Mr. Allen, in charge of the engine, is said to have been uneasy all day on Thursday about the boiler. Capt. Jamieson's brother was a capable engineer; but Allen having put the machinery together, it was deemed advisable that he should continue in charge until the former understood its working thoroughly. A hand on the boat who saw Allen a few moments before the explosion near the boiler, says he seemed anxious and was scolding the fireman, for not understanding his duty. There is no doubt in the mind of practical engineers that if the boiler had been well supplied with water, the explosion could not have occurred. The circumstances attending the disaster are identical with those attending the loss of the Yale boat in April last, and is another call upon our government to put rigidly in force the laws regulating steam-vessels plying in British waters.

#### MISSING AND KILLED.

Capt. Archibald Jamieson, aged 35 years, native of Scotland.

— Jamieson (brother of above) assistant engineer, aged 40 years, native of Scotland.

Wm. Allen, chief engineer, aged 37, native of England.

John Sparks, mate, aged 30 years, native of Scotland.

P. De Garro, passenger, native of France, aged about 40 years.

Daniel Foley, fireman, native of Ireland, aged 26 years.

A deck-hand, name unknown.

In addition to the above, two Indian boys are said to be missing.

#### WOUNDED.

John Reid, deck-hand, arm broken.

Henry Gray, pilot, severely bruised about the body and head.

Mr. Ramage, Dr. Duschesne, and several others received slight contusions.

— Jackson, a colored lad, aged 12, pantry-boy, scalded and bruised in the back.

The above list, we believe, comprises all the casualties, although there are rumors afloat that others are missing.

The live stock on board were forward, and suffered terribly. One horse was blown overboard and swam ashore all right. A mule had a leg broken, but remained on board until daylight. Two horses were taken from the hold uninjured—the remaining seven were probably drowned.

The credit of sounding the alarm on the Hook and Ladder Company's bell is due to a lady residing in the vicinity, who, with much presence of mind, made her way to the house and rang it, while several of the sterner sex were unable to collect their senses sufficiently to enable them to do likewise.

Upon the ringing of the truck bell the firemen mustered in large numbers, and many proceeded in boats to the wreck and rendered valuable service in rescuing property. A gold watch, slightly injured, and the cases of Capt. Jamieson's silver watch were picked up on the wreck by Mr. Thos. Burnes and handed to the Coroner. The works of the silver watch were subsequently found in another part of the boat.

A large black dog, said to be the property of M. De Garro, who is among the killed, was blown overboard, but subsequently returned to the wreck, and regaining the bed on which his lost master had lain, kept watch and ward over it until removed by violence.

It is said that Capt. Jamieson declined an offer of \$35,000 for his boat only a few days ago.

John Reid has been taken in charge by the St. Andrew's Society and sent to the Royal Hospital for treatment. The Society were also searching yesterday for the bodies of Capt. Jamieson and John Sparks.

The bodies of — Jamieson and Daniel Foley are lying at the station-house. Both are much disfigured. The remains of the first appear as if he had been scalded as well as torn in the body and limbs by pieces of the boiler. The top of Foley's head is nearly off. We understand an inquest will be held over the bodies to-day by Coroner Dickson.

The steering-wheel of the Cariboo was picked up by Indians, shortly after the explosion, not far from the point at which the disaster occurred. It was uninjured. Capt. Jamieson had the wheel in his hand at the time of the explosion. His brother, Smith B. Jamieson, was steering the Yale at the time she was blown up four months ago. The wheel was found uninjured; but poor Jamieson himself was never seen after. What a strange coincidence seems to exist in the fate of these two members of one family.

A mattress covered with blood was found floating near McCauley's Point yesterday morning. It is surmised that some unfortunate, wounded by the explosion, attempted to support himself on the mattress, but being unable to do so, had rolled off and found a watery grave.

In the pockets of Foley's clothes was found the sum of \$125 in sovereigns.

INDIANS.—A number of Cowichan Indians have encamped recently at Esquimalt, and are becoming a great nuisance to that community. The employment of the strong arm of the law is asked to clean them out, as their camp-fires are said to jeopardize the safety of private property.

INDIAN THEFT.—A small house situated near the Government Buildings was entered yesterday by Indians, and a number of small articles carried away. During the day, however, the articles were found hid away among some bushes near the house and restored to the owner.

FRANC HOSPITAL.—The erection of this new building on Collinson street has been commenced. It will be a spacious affair and is well situated.

A DAY OF GRIEF.—Yesterday was a day of grief for Victoria. The loss of such estimable, enterprising men as Capt. Jamieson and his brother, and the other victims by the Cariboo disaster, is felt keenly by all. As marks of respect to the memory of the deceased, the flags in town were at half-mast, and every business house closed its doors at noon. The disaster was the topic of general conversation, and many a tear started unbidden to eyes long unused to weeping, at the mere mention of the dreadful news. The grief is deep and heartfelt, and years will elapse before the fearful scenes of yesterday are effaced from the minds of the beholders.

EXECUTIVE CLEMENCY.—Governor Douglas yesterday remitted the remainder of the sentence of Mitchell and Machiavelli, the Esquimalt wreckers, and reduced the fine to \$200 each. Machiavelli paid promptly and was discharged. Mitchell was preparing to follow suit last evening. His Excellency also pardoned Nelson Hankhurst, sentenced to three years imprisonment for stabbing a man at the dance house a year and a half ago.

CORONER'S INQUEST.—An inquest on the bodies of Jamieson and Foley will be held this morning, at nine o'clock, in the Police Court room. All parties who possess information which will throw light upon the manner in which deceased came to their death, are requested to attend and give evidence.

AS SALVAGE.—Harbormaster Nagle yesterday allowed all parties saving goods from the Cariboo \$4 per ton, at which allowance there was considerable grumbling.

AUCTION.—At 11 o'clock this morning, at the Hudson Bay Company's wharf, J. A. McCrea will sell damaged goods from the wreck of the Cariboo.

SCHOONER FOR SALE.—At 11 o'clock this morning, P. M. Backus will sell at Union Wharf, the schooner Black Diamond.

#### House of Assembly.

FRIDAY, August 2, 1831.

Present—Speaker Belchuk, and Messrs. Foster, Burnaby and Franklin.

There being no quorum, the House adjourned till Monday next, at 3 o'clock.

#### Restrictive Enactments.

EDITOR BRITISH COLONIST:—That government has to be supported, and therefore taxes must be paid, is a truism which it is almost useless to repeat, but there are some taxes which act as restrictions on industry, and on the free action and locomotion of the entire community, and thereby become burthensome and oppressive in the highest degree.

In support of this argument I will instance the tax on boats, for hire. Wishing, with some friends, to take a row up to Craigflower, we found, on inquiry at the wharf, that there was but one man entitled to let boat for hire, and his boat was engaged for three or four days. There were other persons who had boats fit for the purpose but they could not hire them because they had not taken out a license of \$5 per quarter.

Now sir, is this law made, in the superabundant care and tenderness of the Government for the lives of its subjects, to prevent their being endangered by engaging in fishing parties, or is one of those stupid laws, conceived by tyranny and nursed by ignorance, which are far more annoying than productive? If it is necessary to place a tax on boats plying for hire, (carrying passengers, when there are any to carry,) surely every man who has a boat should be at liberty to hire it out when he is not required to go himself.

Such restrictions are fatal to a new country. We have a beautiful harbor and great extent of water for pleasure excursions, but if no man may hire a boat out unless he is prepared by having paid a \$5 license before hand, we fear water parties will not be much in vogue, nor will a building flourish, while we shall be shut off from a very pleasant source of recreation, in a very dull town.

Yours, AQUARIOUS.

#### Items of European News.

The London correspondent of the New York *Sunday Times* says: The vast war preparations of France still annoy us considerably. It seems that while we only have at home and in our colonies a standing army of 1,600,000, the French have 4,000,000, and over ten times as many horses as we. Our army costs us fourteen millions of pounds a year to support, and the French lay out twenty-four millions to support theirs. But France has always been compelled to keep an enormous army on hand. Austria has 6,000,000 soldiers at command; Prussia as many, and Russia no less. Besides all this, we have our volunteers, who now number 13,000, and the continental armies embrace all their male subjects with certain exceptions. We must always have some bugbear on hand, you know.

It is rumored that M. Guizot and his son have turned Roman Catholics; and, moreover, that M. Guizot, junior, means to constitute the votus of an eminent Catholic constituency in the South of France at the next general election of the Corps Legislatif.

The Dublin papers announce the death of Mother Francis Mary Theresa Ball, Foundress and Superior-General of the Community of the Sisters of Our Lady of Loretto. Thirty-seven Convents—all of her own foundation—in Ireland, in England, in America, in India, in Spain, in the Colonies, have attest the spirit, energy and devotion of this remarkable woman, who has been called the Saint Theresa of Ireland.

Negotiations between Paris and Turin, and Paris and Rome, with a view to the withdrawal of the French army of occupation, are still actively going on, and in consequence, M. de Gramont, who was about to leave Rome, had been ordered to remain till the 10th or 15th of June.

CONTRADICTORY.—In regard to the Great Bethel affair a Washington correspondent of a Philadelphia paper says:—The Great Bethel affair has been kept very quiet. The official statements of all the officers have not been published. An officer who was engaged in the affair remarked at W. L. Ford's, last evening, that the Federal forces lost between 500 and 600 in killed and wounded. Whether he was in earnest or not I do not know, but it is time an official account was published.

THE BRITISH COLONIST RE-OPENS ON Monday, August 5th.

CHARLES T. WOODS, M. A., Principal.

THE LADIES' COLLEGE re-opens on Monday, August 5th.

FOUND,

ON THE HILL NEAR MR. WORK'S.

Brick Kiln, a Triquet which appears to be of

value—an Agate Cross with Silver Anchor. The owner can have it by calling on HENRY TEECE, of

Colquitt.

Removal.

UNTIL MY NEW STORE IS FIN-

ISHED I have removed my place of business from Yates

Street to the Hudson Bay Company's Building in the old Fort Yard.

JAMES BELL.

FOR SALE.

TENENTS' GLASGOW BRAITH

Ale, in blds and 1/2 lbs;

</

## MISCELLANEOUS.



Vancouver Island.

COLONIAL SECRETARY'S OFFICE.

4th July, 1861.

The following important notices to Mariners, communicated to this Government by the Naval Commander-in-Chief, is hereby published for general information.

By command of His Excellency the Governor.

WILLIAM A. G. YOUNG.

## NOTICE TO MARINERS.

A rock has been recently discovered in Houston channel, by H. M. Gunboat "Copper", about one quarter of a mile from the N. W. side of Admiral Island—14 miles cable's length in extent, and nearly encircles the rock. Point Southey (the north point of Admiral Island) bears N. N. E., 44° E. White Spit (N. E. point of Kuper Island) bears N. W.

T. MALLAND.

Rear Admiral and Commander-in-Chief.

H. M. S. Bacchante, Esquimalt, 1st July, 1861.

JULY 1.

NOW LANDING

Ex Late Arrivals

Brown Drills and Sheetings.

30-INCH SHIRTINGS.

Bleached Sheetings, Assorted Widths.

BLANKETS,

ALL GRADES AND COLORS.

Prints and DeLaines, in Great Variety.

BRESS and FANCY DRY GOODS.

Alexandre's Genuine Kid Gloves.

GENTS' FURNISHING GOODS.

DAVIS &amp; JONES' SHIRTS.

FLANNELS, HOSIERY, &amp;c.

HOUSE FURNISHING GOODS.

Brussels and 3-ply Carpets, new pattern.

Paper Hangings, Druggists.

MATTING, HOLLANDS, HEMP CARPETS

AGENCY FOR

JEWETTE'S and COMMON'S OIL CLOTH

For cash, or to first class, prompt paying trade, at a discount from market rates.

FRANK BAKER,

110 and 111 Clay street,

San Francisco.

my 13th

John J. Cochrane,

LAND AGENT,

SURVEYOR AND ARCHITECT.

AT THIS OFFICE MAY BE SEEN PLANS

of the different to sea and rural districts in Vancouver Island and British Columbia.

All business connected with the sale or purchase of Real Estate, Leasing of Property, Collection of Rents, &amp;c., carefully attended to.

Money Loaned on Good Security.

Plans and Specifications of Dwelling Houses, Stores, &amp;c., carefully prepared, and the Erection of Buildings superintended.

Survey made of Town and Country Lots.

OFFICE—Government street, near the Post Office.

JULY 1.

STRAWBERRY!

AND OTHER PLANTS

OF THE

CHOICEST VARIETY

FOR SALE BY

H. HANLEY, Clover Point Gardens.

THE UNDERSIGNED, HAVING AT

His Gardens a large variety of STRAWBERRY

PLANTS, all bearing fruit of the finest kind, is ready

to supply the public with plants at low rates.

All other Garden Plants constantly on hand.

H. HANLEY.

JULY 13th

M. PRAG.

Yates street,

offers for sale, cheap.

HARDWARE,

Agricultural Implements

Bar Iron, Steel &amp; Iron-Mongery,

STOVE &amp; TINWARE

of every description.

Glass and Crockery Ware, Wood and Willow Ware &amp;c. &amp;c.

JULY 15th

London Porter and Stout

EX ALMA AND OTHER ARRIVALS.

BASSES IN 4 DOZ CASES, QUARTS

Bases and Pints.

THORNE'S, bottled by Duckworth, in 4 doz. cases

TAILORE'S, bottled by Victoria Stores, London, in 4 doz cases

BARCLAY, PERKIN'S &amp; CO'S, bottled by Friend, in 4 doz cases

MORRISON COX &amp; CO'S, bottled, in 4 doz barrels;

For sale by

THOS. PATTICK &amp; CO.

Cor Johnson and Government streets.

JULY 14th

STEAMER "OTTER"

will leave the H. B. C. Wharf

For New Westminster

Every TUESDAY and FRIDAY

Mornings, at 7 o'clock.

Freight and passengers carried at the lowest rates

Shippers are requested to send their goods to the H. B. C. Wharf, (in readiness for the Otter,) where they will be received and stored free of expense.

W. A. MOAT.

Master

JULY 10th

L. D. LOVENBERG.

REAL ESTATE AGENT,

East side of Government st. bet. Yates &amp; Johnson.

WILL PAY PARTICULAR ATTENTION TO

SELLING, PURCHASING, and LEASING PROPERTY,

NEGOTIATING LOANS, and TRANSACTING EVERYTHING

CONNECTED WITH REAL ESTATE BUSINESS.

Maps of all the different Districts on the Island may be seen at his office.

Parties desirous of purchasing

Homesteads, or making Investments, will find on my

Bulletin Board, Town Lots on nearly every street;

Farming or Gardening Land in every District; some of which afford a rare chance for investment.

Conveyances, leases, &amp;c., drawn up at reasonable rates

JULY 23rd

BOOK BINDING

IN ALL ITS BRANCHES.

WILLIAM STEWART, FROM ED-

WINGHURST, is prepared to execute orders for

Book Binding in the best styles and at the lowest rates.

Government Work Contracted for.

Orders left at Messrs. HIBBEN &amp; CARSWELL'S.

Yates street, promptly attended to.

JULY 10th

South Sea Island Arrowroot.

FOR SALE, 300 POUNDS SOUTH SEA

Island Arrowroot in late to suit

J. T. SOUTHGATE &amp; CO.

Wharf street.

JULY 11th

## HOTELS AND SALOONS.

## LONDON BAKERY

AND

## COFFEE SALOON

at the corner of Yates and Government street, corner of Trounce Alley.

The UNDERSIGNED, HAVING JUST

opened their new Bakery and Coffee Saloon at the above stand, are now prepared to furnish the public with Bread, Confectionery, Fruit, round Sponges and other Cakes constantly on hand or made to order.

All Orders from the country promptly attended to,

at the

## COFFEE and CAKES at all Hours.

ENGEELL &amp; YOUNG.

N. B. All orders for parties and weddings filled in the shortest notice at moderate prices JU28 im

in

## ALBION SALOON.

PERRETT &amp; TIGHE, Proprietors.

N. W. Corner of Yates and Waddington Sts.

THE PROPRIETORS OF THIS NEW

SALOON beg most respectfully to inform their friends and customers, that having opened in their new building, they are now prepared to supply them with

Wines, Liquors, Ales &amp; Cigars,

OF THE FINEST QUALITY.

The upper story of the building will be fitted up as

SLEEPING APARTMENTS for the accommodation of

guests.

HOT LUNCH EVERY DAY.

JULY 21

PERRETT &amp; TIGHE.

Washington Restaurant

—AND—

## COFFEE SALOON,

GOVERNMENT bet. YATES AND JOHNSON

MEALS FURNISHED at ALL HOURS

on the shortest notice and best style.

Board per Week, \$7.00 and up wards.

## THE FINEST WINES, PORTER, ALE

—AND—

## SEGARS,

JULY 21 im

## SUPERIOR

## ACCOMODATIONS

FOR

TRAVELERS!

MAY BE OBTAINED.

AT THE

STAR AND GARTER HOTEL!

Government Street,

OPPOSITE BRITISH COLONIST BUILDING)

Victoria, V. I.,

L. DAVIES, Proprietor.

JULY 14th

## CAMERON'S

## Board and Lodging House,

SCOTTS WHARF, NEW WESTMINSTER.

CAMERON TAKES THIS METHOD

of returning his sincere thanks to the traveling public in the manner in which he has been pro- trated since the opening of his house (14 months ago) to his betters to state that he having greatly enlarged his house is now prepared to board and lodge any number of men that may please to call. I am determined, as before, to keep the best table on the river. The bed in the house can not be beat for cleanliness and comfort, being under the management of Mrs. C. Board and Lodging per week . . . . . \$8 00

Single Meals . . . . . 50

Beus per night . . . . . 50

Parties can have their beds free by furnishing their own blankets. The house is pleasantly situated, being of stone, the theatre, and on the wharf where all the steamers call. Here in fact the boys will find every thing skoomum.

Having purchased the interest of Mr. Hales in this well known Hotel, the subscribers beg to say to the old patrons of the house and the public generally, that they have made many alterations and fittings, and have added an elegant private hall for the entrance of ladies, and are determined that in the future the house shall possess all the requisites of a FIRST CLASS

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